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**PHOTOGRAPHIC
INTERPRETATION
REPORT**

**NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER**

**MAJOR IMPROVEMENTS AT
MILITARY AIRFIELDS
PAKISTAN**

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MAJOR IMPROVEMENTS AT MILITARY AIRFIELDS PAKISTAN

ABSTRACT

1. This report describes construction activity at 13 military airfields in Pakistan. It spans a time frame from late 1971, just prior to the India-Pakistan War of December 1971, to mid-1973. The report contains a location map and selected photographs.

INTRODUCTION

2. High-resolution KEYHOLE photography from October 1971 just prior to the India-Pakistan War of December 1971, through June 1973 revealed major construction activity and improvements at 13 of the 15 known military airfields in Pakistan (Figure 1). These post-war improvements include the construction and lengthening of runways and taxiways and the construction of hangarages, revetted hardstands, and support facilities. Much of the construction activity described in this report is continuing. All references to construction activity and completed facilities are as of May-June 1973 and are new since October-November 1971 unless otherwise noted.

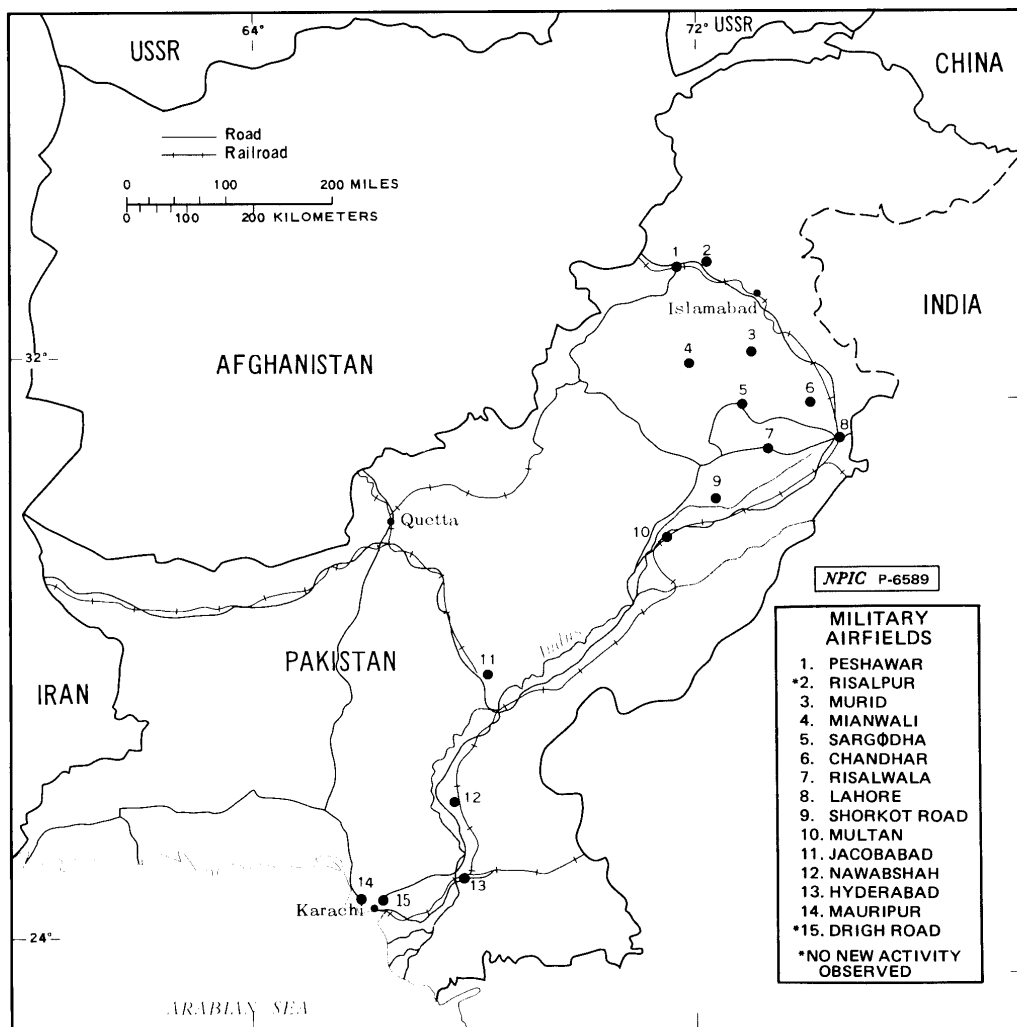


FIGURE 1. LOCATIONS OF MILITARY AIRFIELDS, PAKISTAN

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BASIC DESCRIPTION

Peshawar Airfield [] 25X1

3. Six conventional aircraft hangarettes have been built and six more are under construction. Four aircraft revetments had been built. However, these revetments and 16 others have been covered with roofs, thereby forming 20 additional hangarettes. Eight storage and 12 vehicle revetments have been built.

Murid Airfield [] 25X1

4. A parallel runway/taxiway was in the initial stage of construction on the western side of the runway in January 1973 []. A turnaround loop taxiway has been built at the south-eastern end of the runway. Eight hangarettes have been built and four more were under construction, bringing the total hangarette count to 20. Two underground POL storage areas have been built and a third was under construction. Four aircraft revetments and a probable command bunker have also been constructed. 25X1

Mianwali Airfield [] 25X1

5. A 10,000- by 75-foot parallel taxiway, first observed under construction in March 1972 [] was in the mid-to-late stages of construction on the northwestern side of the runway. Fourteen hangarettes have been built and an additional 14 were in the midstage of construction. Four drive-through revetted hardstands and eight additional aircraft revetments have been built. However, one prewar aircraft revetment has been razed to make room for the parallel taxiway, and ten additional aircraft revetments have been converted to hangarettes by the addition of permanent roofs. This brings the current aircraft hangarette count to 38. Eight vehicle revetments and a command and control center have also been built (Figure 2). 25X1

Sargodha Airfield [] 25X1

6. Twelve hangarettes have been built and an additional 18 were under construction, bringing the total hangarette count to 58. The secondary runway has been extended to 9,230 feet by the addition [] at the southwestern end and 1,520 feet at the northeastern end. The initial stages of a runway extension were observed at the southern end of the primary runway. The parallel taxiway was also being extended and a new end-connecting link taxiway was under construction at the southern end of the primary runway. 25X1

Chandhar Airfield [] 25X1

7. The runway was being extended [] at the southwestern end and 400 feet at the northeastern end. A parallel taxiway was also under construction on the northwestern side of the runway. Four aircraft hangarettes have been built and an additional 18 were under construction (Figure 3). 25X1

Risalwala Airfield [] 25X1

8. [] runway, first observed under construction in April 1972 [] has been built parallel to the original runway. The new runway has asphalt overruns at each end. Eleven hangarettes have been built at the airfield, bringing the total hangarette count to 20. 25X1

Lahore Airfield [] 25X1

9. The primary runway has been extended to 10,680 feet by the addition of a 1,530-foot extension to the northern end of the runway. The runway has been resurfaced with asphalt and a graded-earth overrun has been added beyond the runway extension.

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25X1Shorkot Road Airfield

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10. Eleven hangarettas have been built and an additional 24 hangarettas were under construction. A probable ammunition storage area, first observed in December 1972 [REDACTED], was still in the initial stage of construction. Two aircraft parking aprons, one hangar, five shops, one administration building, five large barracks, a drive-through building on a loop road, and numerous support buildings have been built. An additional 36 barracks were under construction (Figure 4).

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Multan Airfield

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11. The runway has been extended to 9,035 feet by the addition of a 4,215-foot extension to the northern end of the runway. [REDACTED] pverrun at the northern end of the runway had also been completed by January 1973 [REDACTED]. A parallel taxiway, first observed under construction in September 1972 [REDACTED] [REDACTED] probably has been completed on the eastern side of the runway. Fourteen aircraft revetments and four hangarettas have been built, and an additional ten hangarettas were under construction.

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Jacobabad Airfield

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12. A parallel taxiway was in the early-to-mid stages of construction on the eastern side of the primary runway. A turn-around loop taxiway, two revetted hardstands, and two aircraft revetments have been constructed. Eight hangarettas have been built and eight additional hangarettas were under construction.

Nawabshah Airfield

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13. Major expansion, first observed in January 1973 [REDACTED], was in progress at the airfield. The north-north-east/south-southwest runway was being extended [REDACTED] [REDACTED] extension on the north-north-eastern end and a 915-foot extension on the south-southwestern end. A parallel taxiway was in the early-to-mid stages of construction on the east-southeastern side of the runway. Four new hangarettas have been built and six additional hangarettas were under construction, bringing the total hangarette count to 14 (Figure 5).

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Hyderabad Airfield New

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14. Four temporary aircraft revetments have been built, two on each alert apron.

Mauripur Airfield

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15. Two hangarettas have been built and an additional 12 were under construction. Four aircraft revetments have been built; however, these and eight others have been converted to hangarettas by the addition of permanent roofs. This brings the total hangarette count to 26. A taxiway has been built connecting the primary runway with the bomber aircraft parking area.

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REFERENCES

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MAPS OR CHARTS

AMS. 250 JOG, Sheets NG42-10,13; NH42-8,14; NH43-1,2,5;
NI42-12,16; NI43-5,13,14, scale 1:250,000 (UNCLASSIFIED)

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